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HONGKONG, THURSDAY, JUNE 14TH, 1900.

肆拜禮 號肆拾月陸年百九千壹英港香

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New Advertisements will be found on page 1.

A FINE OLD BRANDY.

WATSON'S B. BRANDY

IS ONE OF HENNESSY'S SOUTHERN PRODUCTS AND AT \$21 PER CASE IS THE BEST VALUE IN THE HONGKONG MARKET.

A. S. WATSON & CO. LIMITED.

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SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & CO.'S SELECTION. Sole Agents for it—

LANE, CRAWFORD & CO. Hongkong.

CUTLER, PALMER AND CO. WINE SHIPPERS SINCE 1815. Who have consigned their Brands to Hongkong for over half a century. Apply to G. C. ANDERSON, Hongkong, 13, Praya Central.

CUTLER, PALMER & CO.'S

PRICE \$10.75 PER DOZEN

NET

"SPECIAL BLEND" WHISKY
Blend of Selected Distillations of the Finest Scotch Whiskies

Apply to SIEMSEN & CO. Hongkong. [42]

JOHN WALKER & SONS' FAMOUS KILMARNOCK WHISKY.

This World-renowned, Fine Old HIGHLAND WHISKY is shipped by CUTLER, PALMER & CO., and is obtainable in Hongkong of G. C. ANDERSON, No. 13, Praya Central, Hongkong, 26th July, 1897. [43]

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply fitting of every description. Repairs can be had in second hand. Machines. Repairs executed with promptitude and skill. Enamelling a speciality.

MCKIRDY & CO., 43 & 45A, QUEEN'S ROAD EAST, Hongkong, 3rd November, 1899. [2461]

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TIME TABLE.

WEEK DAYS. 7.30 a.m. to 8.30 a.m. Every quarter of an hour. 8.30 a.m. to 9.30 a.m. Every ten minutes. 9.30 a.m. to 10.45 a.m. Every quarter of an hour. 11.30 a.m. to 1.30 p.m. Every quarter of an hour. 1.30 p.m. to 3.30 p.m. Every quarter of an hour. 3.30 p.m. to 5.30 p.m. Every quarter of an hour. 5.30 p.m. to 8.00 p.m. Every ten minutes. Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

SATURDAYS. Extra Night cars at 11.30 and 11.45 p.m. SUNDAYS. 8.15 a.m. to 10.15 a.m. Every half hour. 10.30 a.m. to 11.00 a.m. Every ten minutes. Noon to 2 p.m. Every quarter of an hour. 2.45 p.m. to 8 p.m. Every quarter of an hour. Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central. JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 1st May 1899. [a1023]

HOTEL.

VICTORIA HOTEL, SHAMEN-HOTON.

THIS FIRST CLASS HOTEL having been thoroughly renovated, and a new specially built 3 Storey wing added to it, now affords splendid Accommodation for 40 to 50 Visitors. The Bed Rooms are airy and comfortably furnished and the Dining and Sitting Rooms are spacious and replete with every convenience for Tourists. Excellent CUISINE and best Wines. The Hotel's Boat Boards all Steamers on their arrival and departure. Telephone Address: "VICTORIA" Canton. A. B. C. and A. C. Codes used. MADAM & FARMER, T. F. DA CRUZ, Proprietors. Hongkong, 16th November, 1899. [44]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC,

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY—

THE "PAIL MAIL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

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BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS. THEY ARE UNEQUALLED AT THE PRICES.

AGENTS—SIEMSEN & CO., HONGKONG.

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\$13.00 per doz.

THE FINEST WHISKIES AT THE PRICE ON THE MARKET.

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\$20 PER DOZ.

This fine Wine is old, soft, and of grand flavour. See analysis and certificate by Professor Cassal.

DOURO PORT,

\$14.25 PER DOZ.

A fine, full, and fruity wine.

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A natural and most pleasant wine to the taste.

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\$39.75 PER DOZ.

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EASTMAN'S KODAK'S, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & Co.,

17A, QUEEN'S ROAD, HONGKONG.

390

LISTERINE.

THE STANDARD ANTISEPTIC.

LISTERINE is a non-toxic, non-irritating and non-escharotic antiseptic, composed of ozoniferous essences, vegetable antiseptics, and benzo-boric acid.

LISTERINE diluted with water or glycerine speedily relieves certain fermentative forms of indigestion.

LISTERINE is indispensable for the preservation of the teeth, and for maintaining the mucous membrane of the mouth in a healthy condition.

LISTERINE, employed in the sick-room by means of a spray, or saturated cloths hung about, is actively ozonifying and rapidly oxidizing in its effects upon organic matter afloat in the atmosphere.

WATKINS, LIMITED.

27 & 29A, PRAYA CENTRAL.

BISMARCK & CO.,

ENGLISH ADMIRALTY COAL, ELECTRIC FAN SETS AND MOTORS, DRY

E AND WET BATTERIES, ALL COLOURS OF BUNTING, GERMAN CIGARS,

IMPERIAL AND LAGER BEER. Fresh Water Supply at Shortest Notice. Terms Moderate. [1215]

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OLDEST AND FINEST

GENEVA GIN.

IN CASES OF 1 DOZEN STONE BOTTLES.

THE BEST GIN FOR COCKTAILS.

SOLE AGENTS—

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WINE & SPIRIT MERCHANTS. [34a]

SUMMER REQUISITES:

COTTAM & CO.

Have a Full Stock of

BATHING DRESSES, BATH GOWNS, BATH TOWELS,

SUMMER UNDERWEAR, &c., &c.

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Entrance: ICE HOUSE STREET (Victoria Hotel)

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OF THE BEST QUALITY ONLY.

CHAMPAGNES—AYALA, ROUSSILLON, SPARKLING "DRY ROYAL" SAUVIGNON. BURGUNDIES—CHATELAIN, POMMARD, CHABLIS &c., CHANTY, CAPEL. HOCKS—HOCKHEIMER, LAURENHEIMER. SHERRIES—CONDE DE TERRES CABREIRA. PORT—RED SEAL. WHISKIES—JAMES WATSON'S, BUCHANAN'S, COCKBURN'S. BRANDIES—HENNESSY'S AND EXHAW'S. GINS—"LONDON DRY," BOARD'S OLD TOM AND PLYMOUTH. LIQUEURS—ALL KINDS AND BEST QUALITY. BRITISH WINES—GINGER WINE AND BRANDY. FOSTER'S ALES AND STOUTS, &c., &c., &c.

EVERYTHING KNOWN IN MUSIC.

THE

ROBINSON PIANO CO., LD.,

MANUFACTURERS. [1447]

KELLY & WALSH, LD.

NEW BOOKS BY THE LAST MAIL.

Kybo's Colonial and American Attorneys-General.	6.00	The Natal Campaign, by Bennett Burleigh, with Illustrations and Map.	\$1.50
The Statesman's Year Book, 1900.	6.00	The Relief of Ladysmith, by J. B. Atkins, with Maps, Plans and Illustrations.	1.50
Laird Clowes' Naval Pocket Book, 1900.	3.00	How to Deal with your Banker, by H. Warren.	2.25
Life of John Ruskin, by W. G. Collingwood.	2.00	Besieged by the Boers, a Diary of Life and Events in Kimberley during the Siege, by E. O. Ashe (Surgeon to the Kimberley Hospital).	1.50
Hector Macdonald, the Private who became a General, by T. F. G. Coates, with Portrait.	1.25	With Roberts to the Transvaal, Edited by Commander C. N. Robinson.	70
The Paris Salon, 1900.	2.00	Lord Roberts's Campaign and Its Consequences, by Jean de Bloch.	35
Sir Herbert Maxwell's Life of Wellington—The Restoration of the Martial Power of Great Britain. Maps, Plans, &c., 2 vols.	19.00	The Siege of Ladysmith. Described in 64 Pictures from the Only Complete Set of Photos taken during the Siege, by a Resident Photographer.	75
The Metallurgy of Lead and Silver, by H. F. Collins, Part 2—Silver.	9.50	The True History of the Boer War, Part 2—The Official Despatches.	95
Animas Vilis, a Tale of the Great Siberian Steppe, by M. Rodziewicz.	1.50	A Set of 6 Maps of the Country between Bloemfontein and Pretoria. Published by the Intelligence Department.	7.50
Three Men on a Boat, by Jerome K. Jerome. Illustrations by Raven Hill.	1.50	Scale. Price Complete.	2.00
The Command of the Sea and the Brain of the Navy, by Spencer Wilkinson.	1.50	The Transvaal from Within, by Fitzpatrick.	1.50
THINGS CHINESE, by J. DYER BALL, 3rd Edition, Revised and Enlarged 25.00		Bacon's War Map—Showing Country Around Pretoria. Scale 1 Inch to 3.94 Miles.	1.50

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AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SODA WATER.

GINGER ALE.

RASPBERRYADE.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [33a]

NOTICE OF FIRM

NOTICE.

I HAVE THIS Day commenced Practice as an ARCHITECT, ENGINEER, and SURVEYOR in 15, Bank Buildings, EDWARD OSBORN, A.R.I.B.A.

Hongkong, 11th June, 1900. [1715]

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE.

A SPECIAL GENERAL MEETING of the Members will be held on MONDAY, the 18th June, 1900, at 3 o'clock, P.M., in the Chamber Rooms, City Hall, to NOMINATE a MEMBER of the Chamber to take the place of the Hon. HENRIE SMITH in the Legislative Council during the absence on leave from the Colony of the Hon. T. H. WHITEHEAD. By Order. R. CHATTERTON WILCOX, Secretary. Hongkong, 12th June, 1900. [1722]

NOTICE.

A SPECIAL MEETING of Her Majesty's Justices of the Peace will be held at the Magistracy at 2.15 p.m. on WEDNESDAY, the 20th day of June, A.D. 1900, for the purpose of considering an application from one NOWROS JEE BHICAJEE MOOLLA for the transfer of his Publican's License to sell and retail intoxicating liquors on the premises situate at House No. 30, Balkeley Street, under the sign of "The Hung Hom Hotel" to one CA WASJEE HORMASJEE SANGA. F. A. HAZELAND, Acting Police Magistrate. Hongkong, 9th June, 1900. [1738]

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

\$4.50 per Cask of 375 lbs. net or Factory.

\$2.50 per Bag of 250 lbs.

SHAWAN, TOMES & CO., General Managers.

Hongkong, 8th June, 1900. [a1093]

Arrivals, Departures and other Shipping Intelligence will be found on pages 3 and 7.

INSURANCE.

THE STANDARD LIFE ASSURANCE CO.

POLICIES UNCHALLENGEABLE.

Policies are unchallengeable after two years duration, on any ground connected with the original documents, if age has been proved.

Forms of Proposal and all particulars may be obtained from

DODWELL & CO. LIMITED, Agents.

Hongkong, 9th November, 1899. [2-a1304]

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout.

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor.

CHARGES MODERATE. [44]

THE

PEAK HOTEL.

City Office: 7, Duddell Street. [1028]

HOTEL CRAIGIEBURN.

CENTRALLY situated at Plunket's Gap, The Peak, 1,500 feet above sea level and 500 yards from Tram Terminus. For Terms, &c., apply to the Manager. Hongkong, 2nd April, 1900. [1029]

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

A FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMILIES, by the DAY, WEEK, or MONTH.

SINGLE ROOMS from \$4 a day, inclusive of BOARD and ATTENDANCE. [45]

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Beds, rooms, elegantly furnished.

The Hotel is situated near all the Banks and Principal Offices in the Colony.

Special Attention paid to the Comfort of Guests.

Cuisine excellent; under Experienced Management.

Terms Moderate. A. FONSECA, Manager. Hongkong, 1st December, 1899. [46]

HING KEE HOTEL.

(ESTABLISHED 1873) MACAO.

THIS first class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea and the front. Comfortable and well-furnished Bed-rooms. Cuisine Excellent. Prompt Attendance. Terms very Moderate. L. HING KEE, Proprietor. Telegraphic Address "HINGKEE" [1750]

"BOA VISTA" HOTEL

MACAO.

THE only FIRST CLASS HOTEL in the Colony. Moderate terms by the day or month. European Management.

MACAO is distant 40 miles West of Hongkong and the journey is made each day (Sundays excepted) by the Magnificent Steamer "HETTERSHAN" in 8 hours, leaving Hongkong at 2 p.m., and Macao at 8 a.m.

Connection made by Company's Steamer to and from Canton.

Travellers should not miss the chance of visiting this famous old City. For Terms, apply J. H. CHESNEY, Manager. [1024]

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.

AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1st Floor.

A. S. WATSON & CO.,
LIMITED.OUR
AERATED WATER
FACTORY

Has been recently greatly enlarged and refitted with the best English Machinery, embodying the latest improvements in the trade.

THE PUREST INGREDIENTS only are used, and the utmost care and cleanliness exercised in the manufacture throughout.

THE WATER USED is specially filtered and proved by repeated analyses to be absolutely pure.

FOR COAST PORTS Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received back in good order.

Orders through Local Post or by Telegram receive prompt attention.

Counterfoil Order Books supplied on application.

Registered Telegraphic Address:
"DISPENSARY, HONGKONG."

A. S. WATSON & CO., LIMITED.
AERATED WATER MANUFACTURERS.

ESTABLISHED A.D. 1841.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and address with communications addressed to the Editor, not for publication, but as evidence of good faith. Letters for publication should be written on one side of the paper only.
Anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Telegraphic Address: "A. S. WATSON & CO.," P.O. Box, 33, Telephone No. 12.

The Daily Press.

Hongkong, June 14th, 1900.

The community owe another debt of gratitude to H.E. the Acting Governor for inducing Captain Scott and Captain Limpus to lecture publicly on "The Mountings of the Naval Guns and their subsequent use with the Ladysmith Relief Force." Nor by doing so has Major-General Gascoigne performed only a pleasing social function, for in the lecture given last night the two gallant Naval Officers have made a most valuable addition to that literature that will compose the history of the war and its lessons to the nation. "The Handy Man" is a name that will adhere to the sailor henceforth, and in Captain Scott we have the term exemplified. He is the "handy man," as was repeatedly intimated in the modest accounts given last evening. No doubt, with the ability that Captain Scott possessed as a gunnery officer, the invention of a gun carriage at such a critical moment may have seemed to him, as he tries to explain that it really was, a very simple affair. He describes the carriage as merely "a log of wood to form a trail, mounted on an axle-tree with a pair of ordinary Cape 'wagon wheels,' and yet without that invention Ladysmith would have fallen and the Tugela never been forced. Lord Roberts also has expressed his indebtedness to the naval guns. It is well here to quote Captain Scott's own words. "On Wednesday, the 25th October, General White, in Ladysmith, finding that he had no artillery capable of keeping the Boer 'siege guns in check, wired to know if it

"were possible for the Navy to send him 'some long-range 4.7 Guns.' The Admiral 'asked me if I could design a mounting for 'a 4.7 and get two finished by the following afternoon.' It was rather a rush, but they 'were ready by 5 p.m., put on board the 'Powerful' and she started with them, and 'four 12-prs for Durban.' Immediately on arrival Captain Lambton with great promptitude took the guns to Ladysmith. "He arrived in the nick of time, and his 'Brigade played a most important part in the defence of Ladysmith. 48 hours after 'his arrival the door was closed, and the 'garrison remained beleaguered for 119 days. Such a performance was magnificent. Mr. H. W. Watson, the well-known authority on Naval matters, in his interesting article on "Naval Brigades in War," says: "Captain Percy Scott is a man whose name is now familiar to all, as the man who set to work to construct field carriages for a number of heavy naval guns. He knew the weakness of our land forces in artillery; he alone seems to have foreseen the part which heavy guns would play in the war; he supplied the palpable want, doing just the same work that Pepp did in the old mutiny days." Therefore the nation owes a big debt of gratitude to Captain Scott, and his part in the Natal campaign will never be forgotten. In addition to the guns Captain Scott also appears to have been responsible for giving to beleaguered Kimberley and Ladysmith communication with the outside world. It was he who fixed the searchlight on the railway cars which enabled messages to be exchanged between the besieged cities and the relieving forces. Then we next find Captain Scott as commandant of Durban, the city at which all the forces of the relieving column landed—the base really of the Natal force, and as administrator he seems to have been as useful and successful as in the rôle of gunnery inventor. The task of administrator of a large city of Durban was not a light responsibility, threatened as the city was by depredatory bands of Boers, full of overflowing with indigent refugees and many spies and suspects. But so well did he accomplish the task that he received on leaving the hearty thanks of General Buller, the Governor of Natal, and the Town Council of Durban. Surely then if anyone merited the name of "the handy man" it would be the brilliant naval officer who lectured last evening.

To Captain Limpus was left the task of testing in actual warfare the mobility of the mounted naval guns, and right well did they bear the test. Alone and unaided it is obvious that the artillery of the Army could never have accomplished what was done by means of the naval guns. The naval weapons were heavier but evidently were more mobile, in spite of their rough and ready mountings. With the aid of drag ropes, and there were sometimes over two hundred men on to one gun, the sailors seemed to have dragged their guns anywhere they selected, in spite of boulders and mimosa bushes, and other local articles cheering to the soul of the transport officer. One lesson from this is obvious, and that is that the British artillery would do well to have a wagon behind their guns containing a plentiful supply of good drag ropes, so that in tight places our infantry regiments might be requisitioned for hauling.

Here also it may be noticed from the unvarnished story told by Captain Limpus that in the first fight at Tugela, where Colonel Long lost his guns, by that small disaster he saved an army from annihilation, for had the British army gone on straight into the trap prepared by the Boers nothing could have saved it from total destruction. The Boers after all were somewhat too previous in opening fire.

Captain Limpus is undoubtedly a most observant officer, and seems to have thoroughly mastered the whole of the situation. To him and his men likewise the nation owes a large debt, and the success of the last effort of General Buller was considerably due to the way in which the Terribles pounded the Boer trenches, so that their riflemen dared not show a head without a fair chance of losing it. The accuracy of the naval fire at long range suggests another important lesson from the campaign, namely, the use of the telescope. By the aid of their telescopic sights the sailors were enabled to fire not only with great accuracy but were able to prolong their fire until the British soldiers attacking were right up to within a short distance of the Boer trenches, and could take them with the bayonet. The telescopes of the Naval Brigade proved extremely useful, so much so, that the Commander-in-Chief relied upon them for accurate observation, and it is pleasing to know that as a consequence General Buller procured all the telescopes he possibly could.

There are other important lessons of a technical nature to be learned from the lecture, and we have no doubt the valuable experiences and work of both officers will be appreciated by those for whom they are intended. Neither officer indulged in any criticism of the campaign or of those facts which came within their experience. That has been left

to the War Correspondent. The blunders of the Natal campaign were many and the Boers apparently relied rightly for success on some of our generals. The stubbornness of General Buller was admirable—it carried him through. Certainly at times, in the Spionkop affair for instance, he experienced very hard luck. His latest success—the out-flanking of Laings Nek and Majuba—is a tribute to his able generalship. On reading the details of the Natal campaign and the part played in it by Captain Scott, one regrets that the "handy man" was not even more in evidence, or that some of our leaders possessed the same amount of brains.

Up to the time of writing there has been an absolute cessation of news from Peking since 2 o'clock on Sunday afternoon, and all information alike, official as well as unofficial, is wanting. In the circumstances it is impossible to repress feelings of anxiety until we learn the safe arrival at the capital of the marines whom yesterday we heard of as having reached Lofa, some twenty-five miles from Peking. The British Legation, indeed, with its guard of seventy-five marines, may be in little danger, and no alarm was to be noted in Sir CLAUDE MACDONALD's last despatch (as far as we know) to Shanghai. At least four days, however, have elapsed since then, and as the loyalty of the Imperial troops was more than doubtful in the event of their being commanded to act against the Boers, it is impossible to guess what may have happened since Sunday. Many untrustworthy rumours have originated in Tientsin, but they have obtained no credence in official circles. Until telegraphic communication with Peking is restored it is impossible for Sir CLAUDE MACDONALD even to make a request for troops to the Foreign Office, who would communicate it to the Colonial Office, who would in turn send orders to Hongkong. As far as preparations go, if an urgent order were sent, our force, composed as already been stated, could, we believe we are right in saying, start to-night or at least to-morrow morning. It may of course be that no military aid will be required, but it is sincerely to be hoped that if there is any doubt in the matter a chance will be given to our garrison. The moral effect of demonstrating our ability to put troops on the required spot would more than compensate for the expense, even if there were no absolute necessity for the move. How much of Russia's enormous influence at Peking recently is due to the proximity of large bodies of troops to the seat of Chinese empire it would be difficult to say. But the present is undoubtedly the time when a lasting impression must be made, and Great Britain has long arrears to make up.

Since the above was written our Special Correspondent telegraphed the news which appears in another column, showing the situation at Peking to be even more serious than it appeared before.

The English Mail of the 12th May was delivered in London on the 9th inst.

During the 24 hours preceding noon yesterday there were four or five cases of plague and ten deaths.

H.M.S. Terrible will leave Hongkong for the North at a very early date, in all probability before the end of the week.

The meeting of the Terrible Committee which we announced in yesterday's issue will take place in the Chamber of Commerce Room at 5 p.m. to-day.

Mr. H. A. C. Bousquet, H. B. M. Consul at Yokohama, has left for Europe via Siberia. The new U.S. Consul-General at the port is Mr. E. C. Bellows, of Washington.

The whole of the German Squadron in Chinese waters is now at Taku, except the gun-boat Jaguar, which is on the Yangtze, and the cruiser Roon, which is acting as guard-ship at Tientsin.

The Eastern Extension, and Great Northern Telegraph Companies informed us yesterday that they had received the following from the International Telegraph Office at Bern:—"On account of the interruption of the Chinese lines between Tientsin and Peking, telegrams for the latter place by either of the Joint Companies' cables can only be accepted at senders' risk. During the present crisis the Shanghai, Nagasaki and Vladivostok offices will remain open all night for the transmission of telegrams on Government service."

Shanghai papers announce the arrival on the 7th inst. by the *Law of Detective Grant* of the Hongkong Police, having in his custody Fritz Max Ullrich, late Secretary of the German Club in Shanghai, for whose arrest for subornation a warrant was issued some weeks ago. The prisoner was lodged in the Central Police Station and in the forenoon was brought up at the German Consulate, before the Consul-General, Dr. Schnitzler, when the charge was formally read to him. In the afternoon, Ullrich was brought before the Vice-Consul, Dr. Ackermann, and his statement was taken in camera, also particulars as to witnesses he wished to have called, etc. The date of the trial proper has not yet fixed.

The plague continues at Osaka. From April 12, when it made its first appearance there, to the beginning of June, there were 31 cases, only one of the victims being expected to recover.

It is alleged on seemingly good authority, the *Japan Mail* says, that Marquis Yamagata has resigned, and that the Japanese Emperor asked first Marquis Ito and afterwards Count Matsukata to form a Cabinet, but both statesmen declined. There remains, therefore, no course except a consultation of the elder statesmen in the presence of the Sovereign.

Telegraphic news from a native source received in Shanghai last week stated that on the 6th inst. a skirmish occurred outside the native city Tientsin, between a party of supposed Boers and a combined force of Russian, French, and Japanese marines, resulting in the defeat of the former, who left some twenty odd men dead on the field.

The public mind (active) up north is, according to a Tientsin correspondent quoted elsewhere, "almost inconceivably excited. No rubric is too preposterous for belief—the Boers can spit fire, even the most sober-minded, sensible Chinese are persuaded that they are immune to steel and lead. The infection is running to madness." The reaction of course, he continues, come soon, and Messieurs the Boers will be discredited as much as they are now exalted. It is the excitement which is the real source of danger in Peking. The mob might, by one act of indiscretion, be led into causes which would end in disaster, especially as the soldiery is a doubtful quantity.

The land revenue of Federated Malaya in 1899 was \$730,447 against \$636,927 in 1898. The increase in Perak was over \$38,000; in Selangor about \$13,250; and in Pahang \$20,428. The little States forming the Negri Sembilan increased their actual land revenue from \$103,368 to \$123,733, being an increase of \$20,425. Towards the actual increase, land revenue, exclusive of licenses, contributed \$19,951, while both land and mining rents show a substantial increase. Every land office in these States shows an increase, the most remarkable being that of Jelebu, which exceeded its former year's revenue by 87 per cent, or, if the revenue from licenses be eliminated from the return of both years, the increase is 126 per cent.—*Strait Times*.

Despatches received from Tientsin, says the *N.C. Daily News*, state that Brigadier-General Yang, who was ambushed and murdered by Boers at Laishan near Peking recently, while en route to investigate a case of reported murder of Christians at Kaili, is to be "cashiered for disobedience of orders, in that he had been ordered to investigate and not to come to blows with the mob." This was the same officer whom the *Daily News* correspondent at Tientsin eulogised as a "fine old soldier." By right Brigadier-General Yang's family should have been compensated by a grant of money and posthumous honours for him for having died doing his duty, but for the fact that he had "disobeyed orders." That the Boers are secretly favoured by the powers that be in Peking has been again and again insisted upon, and what clearer proof can there be of this than this censure of Brigadier Yang?

Speaking of the threatening attitude taken up by the United States toward Turkey in the matter of the refusal of the Porte to hand over the indemnity due on account of the Armenian massacres, the *Times* (Oxford) correspondent writes:—"From the standpoint of party strife this threat of a naval demonstration against the Porte comes as an exceedingly cunning stroke from the side of Mr. McKinley. Such a step would raise the prestige of the States and at the same time the prestige of Mr. McKinley's own policy, which has, forsooth, already led the country up to a point from whence she finds it unnecessary to hesitate to threaten even a European Power, whilst at the same time it serves at once as an argument and as a justification for the country's continually-increasing expenditure. Should the Republican party, which is endeavouring to lure the United States into the hazards of international politics, get the upper hand at the coming elections, the European Powers in combination will have to deal with a new and extremely powerful factor in the Far East; but from all appearances it is best on looking at the situation in Europe, too, as the Porte incident, over which the curtain has not yet fallen, very strikingly shows."

At the Magistracy yesterday, before Mr. Harland, Chang Kan Kan and Wong Man Kai were charged with unlawfully and by fraudulent means bringing four girls from Pakhoi into the colony for the purpose of emigration. Three of the girls are 10 years of age and the fourth 12. One of them said she was a married woman. She was fishing for crabs in her own country when the first defendant came up to her and asked her to go on board a steamer with him. She refused to do so, whereupon he struck her and forced her on board. The second defendant was not there at the time. The boat brought her to Hongkong. The other girls gave some similar evidence. District Magistrate H. I. said that at about 10 o'clock that morning he saw the defendants and the two girls in Bonham Strand making straight for the Canton Wharf. He asked the first defendant where he was taking the women to. The man ran away but he caught him. The second defendant said one of the women was his wife. The first defendant admitted having bought the girls and that he was taking them to Canton. His Worship said the practice of bringing young girls from Pakhoi and other places had become very common and must be put down. The first defendant would be sent to prison for 12 months and the second, whose case was not so serious, for two months.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN THE NORTH.

SHANGHAI, 13th June, 9.55 p.m.

JAPANESE OFFICIAL KILLED BY
TROOPS AT PEKING—GUNS
TRAINED ON BRITISH
LEGATION.

Tientsin to-day (Wednesday) reports that the Chancellor of the Japanese Legation was killed by the Chinese troops on Monday while trying to pass the gates. The Chinese are entrenching outside the walls. Guns are trained on the American Mission and the British Legation.

2,000 U.S. TROOPS DEMANDED—
RUSSIANS READY.

The American Minister has demanded from his Government 2,000 troops. 1,500 Russians are ready at Tientsin.

BRITISH ADVANCE DELAYED BY
LACK OF FOOD.

Admiral Seymour's column is badly provisioned, and this makes the advance on Peking difficult.

THE WAR.

London, 12th June, 4.55 p.m.

TURNING LAINGS NEK.

General Hildyard has forced the passage of Almonds Nek, the last defile to Charlestown, the Second Dorset's carrying the position at the point of the bayonet. General Buller hopes that the casualties are below 100.

CAPTURE OF 1,500 BOERS AT
FICKSBURG.

It is unofficially reported that 1,500 Boers surrendered to General Brabant at Ficksburg.

RELEASE OF BRITISH PRISONERS
AT PRETORIA.

3,650 officers and men, prisoners at Pretoria, have been released. The Boers succeeded in removing 900.

MINISTERIAL CRISIS AT THE
CAPE.

There is a ministerial crisis at the Cape over the treatment of rebels. Mr. Selous has tendered his resignation.

REUTERS'S SERVICE.

LONDON, 11th June.

THE WAR—GENERAL BULLER'S
ADVANCE.

General Buller's force, which is camped close to the Transvaal-Orange boundary, was opposed after a march of eight miles; the enemy, however, retreated when the heavy ordnance came into action. The Boers are making another stand on a ridge ahead at Gansveld.

LONDON, 11th June.

THE ROODEVAL DISASTER.

It is officially stated that at the fighting at Roodeval, on the 7th inst. 17 of the Derbyshires were killed, 70 wounded, and the remainder taken prisoners. The killed included Col. Band Douglas and Lieut. Horley, and the wounded Col. Wilkinson and four other officers. There is no explanation of the reverse. An official despatch also says that General Methuen, with the bulk of his division was fighting early on the 6th inst., 10 miles south of Hellbron. The despatches leave everything unexplained.

JAPAN AND COREA.

The Korean correspondent of the *Nagasaki Press*, writing on the 20th ult. of the recent judicial murder in Seoul coincides with the following remarks:—

"What will the Japanese Government do? That is one of the political consequences which no one can foretell. Minister Hayashi, one of the brightest men Japan has had here, on hearing the news immediately demanded an audience with the Emperor. This was refused him. He then sent a vigorous letter of protest to the Foreign Minister and there is no doubt that the wires between Seoul and Tokyo have been kept busy at work since yesterday."

It is notorious that Korea inaugurated the war between Japan and China, and the first ostensible act of that great tragedy was the assassination by a minion of the Korean Emperor of Kim Ok-kin in Shanghai. It is possible that again this fatal nation is about to plunge the Far East in blood? It is notorious that the relations between Japan and a certain Power are strained to breaking point. It is also notorious that the fiction in Korea which has done An and Kwong to death is in favour of that certain Power.

Just at this time also a company of Japanese infantry have arrived to relieve part of the troops in the Japanese garrison in Seoul. The relieving purpose has been given up, so that so far they really constitute a reinforcement to the Seoul garrison. Japan knows just what step to take in this emergency and is prepared to take it.

LATEST STEAMER MOVEMENTS.

The M. M. steamer *Sydney*, with the next French Mail, left Saigon on the 12th inst. at 1 p.m. for this port.

The C. & O. steamer *Thyde* left Yokohama on the 12th inst. for Kobe, Moji and Hongkong.

THE OPENING OF NANNING.

AN ENDEAVOUR TO BE MADE BY THE "SANDPIPER."

H. M. gunboat *Sandpiper* left Wuchow yesterday and proceeded up the West River toward Nanning. She carried on board Consul Little from Samshui. After this welcome news it is to be hoped that the opening of Nanning to trade will speedily follow.

THE CRISIS IN THE NORTH.

A Tientsin correspondent of the *N.C. Daily News* writes on the 2nd inst. of the reception of the marines and the entraining for Peking. They have all been received with effusion, if not with acclamation, he says, and were played to their quarters by the Town Band. The Germans have yet to come, and further numbers of Russians, French, Japanese and finally British are expected. The *Burglar* with the Rear Admiral arrived to-day from Wei-hai-wei. Our men are mostly *Orlando* and *Algerine*, and include a few of that rarest of British victors in North China, midshipmen. There was the usual attempt at bluff on the part of the Chinese to prevent them entering, but when it was known they would go with or without permission, the opposition collapsed. It was given out that parties of thirty would not be objected to. Of course there was no counting, and the "thirty" ran anywhere between fifty and seventy. We hear to-day the men got comfortably up and marched into the city without incident. The British Legation, by far the most commodious, can take one hundred men at a pinch—fortunately the first secretary's house is unoccupied and some of the students have recently vacated their rooms, so there are more quarters than usual.

The opposition to landing is, of course, chiefly "bluff," but it is also largely due to that bone of Chinese Official life—fear of responsibility. Each man fears to incur censure and refers the simplest matter to the man above him in order to avoid it. The impatient foreigner naturally decries the delay to policy. It is here that people in Tientsin miss Li Hung-chang. Whatever his faults, the old Viceroy did not fear to act, and did not have recourse to the petty worry of delay and chicanery. A few of the larger-headed Chinese say the old man has been sent deliberately to the centre of the coming storm; that he has cautiously and unostentatiously disposed his troops over the best strategic centres in the Two Kwang, and is fairly well ready to nip the big imminent Southern rebellion in the bud. Well-informed Cantonese here say there has been a large migration of women and children to Singaper, and a large transfer of real property into personal, with a view to coming troubles.

The correspondent goes on to say that "in candourism is very ripe in Tientsin just now. Fines are the order of the day, and there is some warranty for thinking them due to some organisation." Last night the Chartered Bank was again attempted—the second time in ten days, and but for prompt measures would have been destroyed. The adjacent building part of which is used for servants' quarters of the Bank was completely wrecked.

BRITISH VALOUR.

A WAR-CORRESPONDENT'S OPINION.
I have not known precisely how to rate British valour.

"I have seen that it is the first of the kind. I have had many opportunities to judge it. It has shown itself in every campaign, we have had with the Boers, sometimes too bravely to be entrusted to English for description, often successfully, always tellingly."

But what does it make for, how does it count in war? Remember that the Boer has never shown a trace of that quality, and yet he has made many a good battle, and we account him a good fighting man."

If we analyse the fighting qualities of the Boer and the Boer we find that the Boer is always ready to rush upon death, while the Boer as religiously avoids risking his life more than the greatest caution leaves necessary. Shall we, then, say that valour is accompanied by the unnecessary slaughter of those who possess it? It has often seemed so. Grant this, admit that many an Englishman now lying under the surface of the earth would have "lived to fight another day," had he been less brave, what is there left to say for valour—pure, unreasoning, dashing valour?

ONE OF THE ELEMENTS.
I know that the men who possess it will read this with impatience. They do not admit that the value of this quality is discernable. They belong to a race which has always enjoyed and valued it, and they despise those who have missed it, just as they despise those who boast of it, for they are so certain of it among themselves that they never allude to it except in praise of an enemy. But we must speak of it in dismissing this war because it has been one of the two most important elements in the earlier part of the conflict on the British side. Those two were the great generalship of incompetent commanders and the extraordinary courage by which their men have either valled or glorified their general's mistakes.

We must discuss it as we discuss the consequences of equipping an army with long-range magazine rifles or with Lyddite shells, or with smokeless powder. The proper rating of valour in battle is surely as well worth looking into as the worth of these other equipments. I have suggested that the British receive valour as a regulation accompaniment, like his body or his weapons. I think I can say how the Boer, who has never known the feeling of it, found himself regarding the quality after five months of fighting on this western side of the continent.

THE BOER IS A HUNTER.
He is a hunter rather than a warrior. His game is to lie in hiding and kill whatever comes in front of him, and to run the moment his own line is threatened.

At Belmont and Graspan he discovered that warriors dare either lie or run away, the British ran at him. Therefore he ceased to hide behind rocks and took a campaign of surprise, traps, and ambushes. He dug trenches below the surface and hid in the grass, concentrating such numbers that either the first volley or his continuous volleys would hold back even the extraordinary valour which disregarded the death of many so long as life maintained itself in a few. At Belmont and Graspan he was surprised and jolted out of his lair by his valour, but with his accustomed for-like cunning, he thereafter counted upon this quality in his foe, and made it serve his deadly purpose by leading his victims into his pitfalls.

NEW ADVERTISEMENTS

WANTED, at end of July, FURNISHED HOUSE on higher level. Peak preferred.

Apply to—
K. Z. Z.
Care of Office of this Paper,
Hongkong, 14th June, 1900. [1747]

NOTICE

WE have this day authorized Mr. NICHOLAS GEORGE MAJER to show our Plan Per Permutation until further notice.

MORE & SEIMUND.
Hongkong, 14th June, 1900. [1748]

N X R

VICTORIA PRECEPTORY AND PRIORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY and PRIORY will be held at the FREEMASONS' HALL on MONDAY, the 18th inst., at 8.20 p.m. precisely. Visiting Sir Knights are cordially invited to attend.

Hongkong, 14th June, 1900. [1746]

PUBLIC AUCTION.
PRELIMINARY NOTICE.

THE Underigned has been favoured with instructions from HART BUCK, Esq., to sell by Public Auction,

on WEDNESDAY, the 14th July proximo, commencing at 11 a.m., and following days until completion of the Sale, within his residence, Mount Richmond, THE WHOLE OF THE VALUABLE FURNITURE contained therein, comprising—
DINING and DRAWING ROOM SUITES, SIDEBOARDS and OVERMANTELS, HALL and BEDROOM FURNITURE, A QUANTITY OF VALUABLE BLACK-WOOD.

A GRAND PIANO by Broadwood, A BILLIARD TABLE in excellent order, with the usual APPURTENANCES, by Hornig, and SEVERAL VALUABLE PAINTINGS by celebrated Artists, &c., &c., &c.

Also A COLLECTION OF RARE PLANTS. Catalogues and further Particulars will be issued.

HUGHES & HOUGH, Auctioneers.
Hongkong, 14th June, 1900. [1749]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SYDNEY," Captain Aubert, will be despatched as above on SATURDAY, the 16th inst., instead of as previously notified.

G. DE CHAMPEAUX, Agent.
Hongkong, 14th June, 1900. [1750]

FOR NAGASAKI AND WLADIVOSTOK.

THE Steamship

"DAPHNE," Captain Nissen, will be despatched for the above ports on TUESDAY, the 19th inst., at NOON.

This Steamship has superior accommodation for First Class passengers.

For Freight or Passage, apply to SIEMSEN & CO.
Hongkong, 14th June, 1900. [1751]

BEN LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENALDER," Captain C. K. McIntosh, will be despatched as above on or about THURSDAY, the 5th prox.

For Freight or Passage, apply to GIBB LIVINGSTON & Co., Agents.
Hongkong, 13th June, 1900. [1745]

NOW IN THE PRESS.

"MOUNTINGS OF THE NAVAL GUNS

and their subsequent use with the LADYSMITH RELIEF COLUMN."

Being a Lecture by

CAPTAIN PERCY SCOTT,

R.N., C.B.,

and

CAPTAIN A. H. LIMPUS, R.N.

(of H.M.S. Terrible).

Delivered in Hongkong, June 13th, 1900.

The above lecture is being printed by the Hongkong Daily Press, with the kind permission of the Lecturers, and after paying the net cost of production, the entire profits on the sale of the book will be handed over to the Hon. Secretary of the INDIAN FAMINE FUND.

The book will be printed on art paper, within covers, and will be ILLUSTRATED with NUMEROUS MAPS and SKETCHES made from Photographs taken by Captain Scott.

A cheaper edition, without illustrations, will be sold for 50 cents a copy.

Orders for copies should be sent in without delay, and should be addressed to the Manager, "Daily Press."

PRICES—
With Illustrations ... \$1.
Without Illustrations ... 0.50

Hongkong, 14th June, 1900. [1750]

AUCTIONS.

PUBLIC AUCTION.

THE Underigned has received instructions to sell by Public Auction, TO-DAY (THURSDAY), the 14th June, 1900, at 2.30 p.m., at his Sales Rooms, No. 8a, Queen's Road Central, SUNDRY HOUSEHOLD FURNITURE, &c., &c., comprising—

TAPESTRY COVERED DRAWING ROOM SUITE, MARBLE TOP CENTRE and SIDE TABLES, BEVELLED GLASS OVERMANTELS, PICTURES and ORNAMENTS, EXTENSION DINING TABLE, SIDEBOARD, DINNER WAGGONS, VIENNA CHAIRS, BOOK CASE and WRITING TABLES, CROCKERY, GLASS and PLATED WARE, IRON BEDSTEADS, IRON CRADLE, WARDROBES, DRESSING TABLE and WASHSTANDS, 3 JINRICKSHAS, &c., &c.

TERMS OF SALE—As Customary. Auctioneer, Y. I. REMEDIOS.
Hongkong, 12th June, 1900. [1736]

PUBLIC AUCTION.

THE Underigned has received instructions to sell by Public Auction, TO-DAY (THURSDAY), the 14th June, 1900, at 2.45 p.m., at No. 6, LYCEUM VILLAS, KOWLOON (the Residence of W. W. CAMPBELL, Esq.), THE WHOLE OF HIS HOUSEHOLD FURNITURE. Further Particulars can be seen from Catalogue. On View from Wednesday, the 13th June.

TERMS—As Customary. Auctioneer, GEO. P. LAMMERT.
Hongkong, 11th June, 1900. [1713]

PUBLIC AUCTION.

VALUABLE BUILDING LAND.

To be sold by Public Auction by Order of the Mortgagees and without reserve,

on TUESDAY, the 19th inst., at 3.30 p.m., at the Sale Room of the Auctioneers,

All that valuable piece of Land known as K.L.L. No. 524. Total Area 69,388 sq. ft. and having a building frontage of 1,239 feet on Des Voeux Road, Cameron Road and a Private Road.

The Estate faces the Harbour and Lyceum Pass. For plans and further particulars apply to—

HUGHES & HOUGH, Auctioneers, or to

JOHNSON, STOKES & MASTER, Solicitors to the Mortgagees.
Hongkong, 13th June, 1900. [1740]

PUBLIC AUCTION

VALUABLE LEASEHOLD PROPERTY.

To be sold (Subject to a reserved price) in One Lot,

on FRIDAY, the 22nd day of June, 1900, at 3 o'clock in the Afternoon,

by Mr. GEO. P. LAMMERT, Auctioneer,

at his Sales Rooms, Duddell Street, All those pieces or parcels of Ground situate at Kowloon Point in the Colony of Hongkong and registered in the Land Office respectively as Section A of Kowloon Island Lot No. 44 and Section B of Kowloon Island Lot No. 41, having an Area of 39,832 square feet, with the European Dwelling house known as "Glenelg" erected thereon. The premises are held for the residue of the term of 75 years from the 24th day of June, 1888, and are sold subject to the apportioned yearly Crown Rent amounting to the total sum of \$175 and to the existing tenancies thereof.

For further particulars and conditions of sale Apply to—

H. K. HOLMES, Solicitor for the Vendor, 34, Queen's Road, or to

Mr. GEO. P. LAMMERT, Auctioneer, Duddell Street, Hongkong, 12th June, 1900. [1724]

NEW GOODS.

PLENTY

IN

HAND,

D. NOMA.

42, Beaconsfield Arcade,

Opposite the City Hall,

Hongkong.

Hongkong, 27th April, 1900. [202]

FOOD SUPPLY COMMISSION.

THE Ladies who signed the Petition which resulted in the Appointment of the above named COMMISSION are respectfully requested to assist the Commission in the conduct of its enquiries by communicating in writing as early as possible all facts within their experience bearing on the question of the Rise in Price of Provisions in the Colony. List of Prices paid for the more Ordinary Articles of Food produced locally, as for example, Bread, Flour, Rice, Fish, Beef, Mutton, Eggs, Poultry and Game, Vegetables and Fruit, at various Periods during the last Five Years will be extremely valuable. Similar Lists showing the Prices at different times of Wood, Coal, Charcoal and Oil will also be of value.

All Persons who feel themselves in a Position to throw any light on the subject either as regards the fact of the Rise in Prices or as to the cause or causes thereof are respectfully requested to communicate with the Underigned in writing or, if they prefer it, to tender themselves for examination as witnesses.

JNO. J. FRANCIS, Chairman.
Hongkong, 31st May, 1900. [1625]

JAPANESE CURIOS.

THE

HONGKONG LAND INVESTMENT

AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on TUESDAY, the Twenty-seventh day of March, 1900, the following Resolutions were passed—

1.—That in pursuance of the provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 27th March and since duly registered, the sum of \$1,250,000 be withdrawn from the Reserve Fund and be carried to the "B" Shares in the above-named Company, and that such CASH is to be paid up thereon in addition to the sum of \$50 now standing to the credit of each Share.

2.—That the balance of \$25 per Share of the Unpaid Capital of the Company be called up, and that a Call be and is hereby made of \$25 per Share upon all the Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay accordingly. And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged on the said 2nd day of July, 1900, at the rate of \$12 per centum per annum, upon all Calls remaining unpaid after the 6th day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board,
A. SHELTON HOOPER, Secretary.
Hongkong, 28th March, 1900. [016]

OLIVERS FREEHOLD MINES, LIMITED.

NOTICE is hereby given that a FINAL CALL \$0.50 per Share has been made in respect of the "B" Shares in the above-named Company, and that such CASH is to be paid up thereon in addition to the sum of \$50 now standing to the credit of each Share, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

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INTIMATIONS.

WANTED at once, ONE SMALL ROOM, suitable for an Office.

Apply to—
F. D.
Care of Daily Press Office,
Hongkong, 13th June, 1900. [1719]

WANTED.

WITH possession about the latter part of June next, a FIRST FLOOR in QUEEN'S ROAD CENTRAL or vicinity, with 4 to 6 Rooms, for a Dwelling.

Care of Hongkong Daily Press.
Hongkong, 13th June, 1900. [1928]

WANTED.

A West Point, a Good-sized GODOWN, close to the Harbour.

Apply—
NORDDEUTSCHER LLOYD, SUPERINTENDENT'S OFFICE, Queen's Building No. 3, Third Floor, Hongkong, 8th June, 1900. [1697]

A EUROPEAN GENTLEMAN can have BOARD and RESIDENCE in an English Family on the upper level. Cool locality.

Address—
A. D., Care of Daily Press Office, Hongkong, 12th June, 1900. [1721]

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Hongkong, 1st June, 1899. [1637]

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PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on TUESDAY, the Twenty-seventh day of March, 1900, the following Resolutions were passed—

1.—That in pursuance of the provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 27th March and since duly registered, the sum of \$1,250,000 be withdrawn from the Reserve Fund and be carried to the "B" Shares in the above-named Company, and that such CASH is to be paid up thereon in addition to the sum of \$50 now standing to the credit of each Share.

2.—That the balance of \$25 per Share of the Unpaid Capital of the Company be called up, and that a Call be and is hereby made of \$25 per Share upon all the Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay accordingly. And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged on the said 2nd day of July, 1900, at the rate of \$12 per centum per annum, upon all Calls remaining unpaid after the 6th day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board,
A. SHELTON HOOPER, Secretary.
Hongkong, 28th March, 1900. [016]

OLIVERS FREEHOLD MINES, LIMITED.

NOTICE is hereby given that a FINAL CALL \$0.50 per Share has been made in respect of the "B" Shares in the above-named Company, and that such CASH is to be paid up thereon in addition to the sum of \$50 now standing to the credit of each Share, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

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Best Goods, Lowest Rates. Try Charles
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Jewellers, Gold and Silversmiths, Watch-
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Silks, Gauzes, Crêpe-Shawls, Chinaware,
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Engravers; 90, Queen's Road Central.WAH LOONG,
Gold and Silversmith, Silk Dresses, Crêpe
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ting all Colours, 43, Queen's Road, Cl.

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Wholesale and Retail Havana and Manila
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Connaught House, Queen's Road.VICTORIA CIGAR DEPOT,
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Jaacinto, Manila, "Windsor Lady" and
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and Calle Anague, Manila.

AMERICAN SYSTEM

DENTISTRY
AT
No. 39, QUEEN'S ROAD CENTRAL.
CHADWICK KEW
(LATE OF FOOTE & NOBLE).
Hongkong, 15th September, 1899.

But there was too much for us to cope with. There was Fort Wylie to shut up and the in-
famous triple row of shotguns and shot-
along the neighbouring kopjes, and indeed
we wanted more long range guns. As soon
as the General realised that he had prac-
tically lost the services of the guns under
Col. Long altogether, and considering the
non-success of his left attack, he ordered
this at about 11 a.m. We had to send for our
own, which, of course, to send for our own,
which, according to the letter of their contract,
had gone back nearly two miles, and so we
did not get away till later. However, in the mean-
time, we could and did do something towards
covering the retirement. We sent the guns
back one by one as soon as they could, and I
think it was nearly 2 p.m. before we got back to
"Shooting Hill," inconspicuously jolting back
on the 11th of June 1899. This at about
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VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, via PORT OF CALL	CLYDE	Brit. str.	—	E. Street	P. & O. S. N. Co.	On 23rd inst. at Noon.
LONDON VIA SUEZ CANAL	ANTENOR	Brit. str.	—	M. H. P. Jackson	BUTTERFIELD & SWIRE	On 23rd inst.
LONDON VIA SUEZ CANAL	MENELAUS	Brit. str.	—	Towell	BUTTERFIELD & SWIRE	On 10th July.
LONDON VIA SUEZ CANAL	BENALDUS	Brit. str.	—	C. E. McIntosh	GENE LIVINGSTON & CO.	On 5th July.
LONDON VIA MANILA	CHINGWO	Brit. str.	—	H. Harris	JARDINE, MATHESON & CO.	On 20th inst.
LIVERPOOL DIRECT	DIOMED	Brit. str.	—	Goodwin	BUTTERFIELD & SWIRE	To-day.
BREMEN, via PORT OF CALL	SAGREIN	Ger. str.	—	Dannemann	MELCHERS & CO.	To-day, at Noon.
MARSEILLES, &c, via PORT OF CALL	INABA MARU	Jap. str.	—	Duchateau	MESSAGERIES MARITIMES	On 18th inst. at 1 p.m.
MARSEILLES, &c, via SPORE, &c.	SOCOTRA	Brit. str.	—	W. Bainbridge	NIPPON YUSEN KAISHA	On 23rd inst. at Daylight.
MARSEILLES & LONDON	SAMBIA	Ger. str.	—	T. H. Hilde, R.N.R.	P. & O. S. N. Co.	On or about 15th inst.
HAYRE & HAMBURG	WITTENBERG	Ger. str.	—	G. Schmidt	CARLOWITZ & CO.	On or about 2nd July.
HAYRE & HAMBURG	SAVOIA	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 17th July.
HAYRE & HAMBURG	SILESIA	Ger. str.	—	Begrens	CARLOWITZ & CO.	On or about 31st July.
NEW YORK VIA SUEZ CANAL	ALBERTA	Ger. str.	—	Ostermann	CARLOWITZ & CO.	On or about 8th Aug.
NEW YORK VIA SUEZ CANAL	ETTRICKDALE	Brit. str.	—	Peterson	CARLOWITZ & CO.	On or about 30th inst.
NEW YORK VIA SUEZ CANAL	J. B. WALKER	Amer. ship	—	Wallace	SHEWAN, TOMES & CO.	On or about 24th July.
NEW YORK VIA SUEZ CANAL	EMERALDA	Brit. str.	—	W. Frakes	DODWELL & CO., LIMITED	On or about 8th July.
VICTORIA, B.C. & TACOMA	EMERALDA	Brit. str.	—	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R.R. CO.	On 3rd July.
PORTLAND, OREGON, &c.	EMERALDA	Brit. str.	—	S. Thomson	DODWELL & CO., LIMITED	On 27th inst.
SAN FRANCISCO VIA SHANGHAI &c.	CITY OF PEKING	Amer. ship	—	—	PACIFIC MAIL S.S. CO.	On 30th inst.
SAN FRANCISCO VIA SHANGHAI &c.	CORTIC	Jap. str.	—	—	O. & O. S. S. Co.	On 5th July, at Noon.
SAN FRANCISCO VIA SHANGHAI &c.	AMERICA MARU	Brit. str.	—	—	—	On 12th inst. at Noon.
SAN DIEGO, &c, via KOBE, &c.	FUTABA MARU	Jap. str.	—	—	—	On 20th inst. at Noon.
AUSTRALIAN PORTS	AUSTRIAN	Brit. str.	—	—	—	On or about 30th inst.
YOKOHAMA & KORE	TEIESTE	Aus. str.	—	—	—	On 22nd inst. at 4 p.m.
NAGASAKI, KORE & YOKOHAMA	YAWATA MARU	Jap. str.	—	—	—	On 21st inst. at 5 p.m.
NAGASAKI & WILDIESTOCK	DAPHNE	Ger. str.	—	—	—	On 13th inst. at Noon.
MOJI, KORE & YOKOHAMA	KAGOSHIMA MARU	Jap. str.	—	—	—	On 14th inst. at Noon.
SHANGHAI, NAGASAKI, KORE & YOKOHAMA	SYDNEY	Jap. str.	—	—	—	On 19th inst. at Daylight.
SHANGHAI, CHEMULPO & NAGASAKI	VALETTA	Brit. str.	—	—	—	On 18th inst.
SWATOW, AMOY & TAIWANESE	ANPING MARU	Jap. str.	—	—	—	On 19th inst. at 4 p.m.
SWATOW, AMOY & TAIWANESE	TAMU MARU	Jap. str.	—	—	—	On or about 23rd inst.
AMOI, SAMARANG & SOURABAYA	SHANTUNG	Brit. str.	—	—	—	On 27th inst. at Daylight.
MANILA DIRECT	LOONGSANG	Brit. str.	—	—	—	On 17th inst. at Daylight.
MANILA	SUNGKIANG	Brit. str.	—	—	—	To-morrow.
MANILA VIA AMOY	ESMERALDA	Brit. str.	—	—	—	On 18th inst. at 5 p.m.
BOMBAY, via SINGAPORE & COLOMBO	HIROSHIMA MARU	Jap. str.	—	—	—	On 18th inst. at 4 p.m.

SHIPPING.

ARRIVALS.
June 13, HERRIES, Norwegian str., 894, Jenson, Canton 12th June, General.—JARDINE, MATHESON & CO.
June 13, CHINKING, British str., 1,241, J. Vaughan, R.N.R., Tongah 6th June, Panama.—BUTTERFIELD & SWIRE.
June 13, SOCOTRA, British str., 3,806, T. H. Hilde, R.N.R., Kobe 2nd June, General.—P. & O. S. N. Co.
June 13, BENMOHR, British steamer, 1,923, A. Wallace, Saigon 9th June, Rice.—GIRD, LIVINGSTON & CO.
June 13, GERMANIA, German str., 1,714, L. Moller, Saigon 9th June, Rice.—JENSEN & CO.
June 13, KWIBANG, British str., 1,036, A. W. Outorbridge, Tientsin 6th June, Pannat.—BUTTERFIELD & SWIRE.
June 13, TITANOS, German str., 1,578, Desler, Saigon 9th June, Rice.—SIEMSEN & CO.
June 13, BERDEN, British str., 1,605, Wilson, Cardiff 27th April and Singapore 6th June, Coal.—CAPTAIN.
June 13, DAPHNE, German str., 1,290, Th. Nissen, Swatow 12th June, Ballast.—SIEMSEN & CO.
June 13, NISRO, British steamer, 1,210, Phillips, Waka and Chinkiang 3th June, Rice.—BUTTERFIELD & SWIRE.
June 13, TAMU MARU, Japanese str., 1,937, G. Nagata, Swatow 12th June, General.—M. R. KAISHA.
June 13, CHOYANG, British str., 1,194, G. H. Bowker, Shanghai 10th June, General.—JARDINE, MATHESON & CO.

CLEARANCES.

At the Harbour Master's Office.
13th June.
Passenger, French str., for Port Townsend.
Hongkong, French str., for Hongkong.
Clara, German str., for Hoihow.
Hermes, Norw. str., for Hongkong.
Abner Coburn, Amr. ship, for Port Townsend.
Hoihow, French str., for Hoihow.

DEPARTURES.

June 12, P. C. Kiao, British str., for Bangkok.
June 13, DRUMMOND, British str., for Singapore.
June 13, GIBELA, Italian str., for Bombay.
June 13, WONGKO, British str., for London.
June 13, AWA MARU, Jap. str., for Swatow.
June 13, HATIN, British str., for Swatow.
June 13, BRAEMAR, Brit. str., for Portland, Or.
June 13, VICTORIA, Swedish str., for N'chwang.
June 13, HUE, French str., for Kwongchow.
June 13, FUSHUN, Chinese str., for Shanghai.
June 13, AGAMEMNON, Brit. str., for London.
June 13, CHINKING, British str., for Canton.
June 13, KWIBANG, British str., for Canton.

VESSELS IN DOCK.

ABERDEEN DOCK.—U.S.S. Monterey, W. H. Smith, U.S.S. Oregon, Changshu, Hainan, Freiburg, Fatsan, Tam O'Shanter.
COSMOPOLITAN DOCK.—Independent, Coptic, Goodwin.

SHIPPING REPORTS.

The British steamer Kwibang, from Tientsin 6th June, had variable southerly wind and fine weather.
The British steamer Choyang, from Shanghai 10th June, had light to moderate variable winds and heavy rain.
The British steamer Benmoir, from Saigon 9th June, had fine weather and smooth sea; rain squalls latter part of voyage.

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.
FOR LIVERPOOL DIRECT. (Taking Cargo at London rates.) THE Company's Steamship
"DIOMED," Captain Goodwin, will be despatched as above TO-DAY, the 14th inst. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 12th June, 1900. [1368]
CHINA NAVIGATION COMPANY, LIMITED.
FOR AMOI, SAMARANG & SOURABAYA. THE Company's Steamship
"SHANTUNG," Captain Quail, will be despatched as above TO-MORROW, the 15th June. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 29th May, 1900. [1580]

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO YOKOHAMA AND KOBE. THE Company's Steamship
"TRIESTE," Captain R. Mills, will leave for the above places on SATURDAY, the 16th inst., p.m. For Freight or Passage, apply to SANDER, WIELER & CO., Agents. Hongkong, 12th June, 1900. [6]
THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR SWATOW, AMOY, AND TAMSUI. THE Company's Steamship
"TAMU MARU," Captain H. Nagata, will be despatched for the above ports on SUNDAY, the 17th inst., at DAYLIGHT. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, LIMITED. Agents. Hongkong, 11th June, 1900. [15]
CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA. THE Company's Steamship
"SUNGKIANG," Captain Moore, will be despatched as above on MONDAY, the 18th inst., at 4 p.m. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The vessel is fitted throughout with Electric Light. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 12th June, 1900. 1720

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.
THE Company's Steamship
"MENMUIR," Captain Almond, will be despatched as above on MONDAY, the 18th June, at 4 p.m. The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber. A doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers. Hongkong, 9th June, 1900. 1705
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"LOONGSANG," Captain Weigall, will be despatched as above on TUESDAY, the 19th inst., at 4 p.m. This Steamer has superior accommodation for First Class Passengers is fitted throughout with Electric Light and carries a Doctor. For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers. Hongkong, 18th June, 1900. [1742]
THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON VIA MANILA.
THE Company's Steamship
"CHINGWO," H. Harris, Commander, will be despatched as above on WEDNESDAY, the 20th inst. For Freight, &c, apply to JARDINE, MATHESON & CO., Agents. Hongkong, 7th June, 1900. 1635
THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA VIA AMOY.
THE Company's Steamship
"ESMERALDA," Captain Blairland, will be despatched as above on THURSDAY, the 21st inst., at 4 p.m. This Steamer has superior accommodation for Passengers and is fitted with the Electric Light. A doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers. Hongkong, 14th June, 1900. [1734]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	THURSDAY	SAILING DATES.
SACHSEN.	THURSDAY	14th June.
OLDENBURG.	THURSDAY	25th June.
STUTTGART.	THURSDAY	12th July.
KONIG ALBERT.	THURSDAY	28th July.
WEIMAR.	THURSDAY	9th August.
PRINZ HEINRICH.	THURSDAY	23rd August.
PREUSSEN.	THURSDAY	6th September.
HAMBURG (Hamburg-Amerika Linie).	WEDNESDAY	20th September.
SACHSEN.	WEDNESDAY	3rd October.
OLDENBURG.	WEDNESDAY	17th October.
STUTTGART.	WEDNESDAY	31st October.
	WEDNESDAY	14th November.
	WEDNESDAY	28th November.

ON THURSDAY, the 14th day of June, 1900, at Noon, the Steamship "SACHSEN" of the NORDDEUTSCHER LLOYD, Captain G. Dannemann with, MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till Noon on TUESDAY, the 12th June. Cargo and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 13th June, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 13th June.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation and carries a Doctor and Stewardess.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 31st May, 1900. [8]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
MARSEILLES AND (SOCOTRA)	CLYDE	{ About 15th } Freight.	
LONDON	T. H. Hilde, R.N.R.	{ June }	
LONDON, &c.	CLYDE	{ Noon, 23rd }	See Special Advertisement.
SHANGHAI	VALETTA	{ About 23rd }	Freight or Passage.
	F. N. Tillard, R.N.R.	{ June }	

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 19th June, at DAYLIGHT.
R. Nunome	SHANGHAI, CHEMULPO and NAGASAKI	TUESDAY, 10th June, at 4 p.m.
Mikawa Maru	BOMBAY VIA SINGAPORE and Ceylon	FRIDAY, 22nd June, at Noon.
HIROSHIMA MARU	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 23rd June, at Noon.
YAWATA MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 29th June, at DAYLIGHT.
INABA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY, 21st June, at 4 p.m.	
FUTABA MARU	TOWNSVILLE & BRISBANE	FRIDAY, 29th June, at 4 p.m.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c, apply at the Company's Local Branch Office at Prince's Building, First Floor, Chester Road.

A. S. MIHARA, Manager.

Hongkong, 28th May, 1900. [12]

VESSELS ON THE BERTH

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)
"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 27th June, 1900
"EMPEROR OF JAPAN" Comdr. G. A. Lee, R.N.R. WEDNESDAY, 13th July, 1900
"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 5th Aug., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having secured the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c, apply to

D. E. BROWN, General Agent, Pedder Street.

Hongkong, 7th June, 1900. [9]

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.

(FREIGHT SERVICE) (FREIGHT SERVICE)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARMENIA	{ NEW YORK (via Suez Canal) }	{ About 30th } Freight.
SAAMBIA	{ HAYRE and HAMBURG (London with transshipment in Hamburg) }	{ About 2nd } Freight.
WITTENBERG	{ HAYRE and HAMBURG (London with transshipment in Hamburg) }	{ About 17th } Freight.
SAVOIA	{ HAYRE and HAMBURG (London with transshipment in Hamburg) }	{ About 31st } Freight and Passage.
SILESIA	{ HAYRE and HAMBURG (London with transshipment in Hamburg) }	{ About 8th } Freight and Passage.

* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.
For further particulars as to Freight, Passage, &c, apply to

CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD

OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 18th June, 1900. [13]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.
FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
GLENNIE	3,750	W. Frakes	July 3	ABOVIL	2,907	W. S. Thomson	June 30
CORRY	3,832	F. M. Cair	July 25	MONSHIRE	2,874	J. Kennedy	Aug. 4
DUKE OF FIFE	3,821	J. S. Cox	July 28	BRAEMAR	3,601	W. Watt	Aug. 25
VICTORIA	3,502	J. Pantou	Aug. 7				

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 247.

Excellent accommodation. First class Table, Doctor and STEWARDESSES carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 241.

The Railroad travelling second to none on the American Continent. Magnificent Scenery to the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, or PORTLAND, 128.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA, TACOMA and PORTLAND to DRYA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, Goods Shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 p.m. on the day previous to sailing.

Rates of Passage to other Points on application.

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, 24th May, 1900. [10]

PORT ARTHUR.

GRÜNBERG & REILLY.

STEVEDORES, SHIPPING & COMMISSION AGENTS.

(STEVEDORES TO THE SEA-GOING STEAMSHIP SERVICE OF THE CHINESE EASTERN RAILWAY COMPANY.)

Telegraphic Address "REILLY."

VESSELS ON THE BERTH
OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, AND EUROPE, VIA THE
OVERLAND RAILWAYS AND
ATLANTIC AND OTHER CONNECTING
STEAMERS,
VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

COPTIC (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, June 19, at NOON.
GAILIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, July 14, at NOON.
DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Aug. 7, at NOON.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 19th June, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and sent to the Company's Office, under Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,
Acting Agent.

Hongkong, 2nd May, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR,"

Captain M. H. F. Jackson, will be despatched as above on TUESDAY, the 26th June.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th May, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU,"

Captain I. Sato, will be despatched for the above ports on WEDNESDAY, the 27th inst.

"DAIHOI."

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISEI,
Agents.

Hongkong, 13th June, 1900.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG-AMERICA LINE HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ARMENIA,"

Captain Ostermann, will be despatched for the above port on or about 29th June.

For Freight, apply to

CARLOWITZ & CO.,
Agents.

Hongkong, 24th May, 1900.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched for the above ports on THURSDAY, the 21st inst.

at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

Stewards and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamer of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 6th June, 1900.

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ACARA,"

will be despatched for the above port on or about 15th July.

For Freight, apply to

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 1st June, 1900.

VESSELS ON THE BERTH
COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, BOMBAY, ADEN,

EGYPT, MARSEILLES, MEDITER-

RANEAN AND BLACK SEA PORTS,

LONDON, HAVRE, BORDEAUX,

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 18th June, 1900, at

5 P.M., the Company's Steamship

"INDUS," Captain Duchateau, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the S. S. Polyestien, which vessel takes on her Passengers and Mails, leaving that port on the 30th June direct to Suva, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 17th June. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Consignments and Parcels of Packages are required.

For further Particulars, apply to the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 8th June, 1900.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"CLYDE,"

Captain E. Street, carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 23rd June, 1900, at NOON, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

A. M. MARSHALL,
Acting Superintendent.

Hongkong, 11th June, 1900.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, July 5, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, July 31, at NOON.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Aug. 25, at NOON.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 5th July, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,
Acting Agent.

Hongkong, 4th June, 1900.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE

ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO

AND SAN FRANCISCO,

VIA INLAND SEA OF JAPAN AND

HONOLULU.

TAKING CARGO AND PASSENGERS

TO JAPAN PORTS AND

HONOLULU.

THE UNITED STATES,

MEXICO, CENTRAL AND SOUTH

AMERICA, &c.

S.S. "THYRA" About 30th

S.S. "ENERGIA" About 31st July.

S.S. "CHARLES CITY" About 20th Aug.

S.S. "STRATHOLYN" About 15th Sept.

THE Steamship "THYRA" will be despatched for SAN DIEGO AND SAN FRANCISCO VIA MOJI, KOBE, YOKOHAMA AND HONOLULU on or about 30th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

Hongkong, 11th June, 1900.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ETTRICKDALE"

will be despatched for the above port on or about the 6th July, and the

Steamship

"SIKH"

on or about the 13th July. They will be followed by the

Steamship

"AFGHANISTAN"

For Freight, apply to

DODWELL & CO., LD.,
Agents.

Hongkong, 12th June, 1900.

VESSELS ON THE BERTH
TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA

OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, June 26, 1900, at NOON.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, July 21, 1900, at NOON.

NIIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Aug. 16, 1900, at NOON.

THE Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU on TUESDAY, the 26th June, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,
Acting Agent.

Hongkong, 4th June, 1900.

HONGKONG STEAMERS.

Bencher, British str., 1,925, Wallace, June 13, Gibb, Livingston & Co.

Benroun, British str., 1,407, Potter, June 8, Gibb, Livingston & Co.

Burder, British str., 1,985, Wilson, June 13, Captain

Changsha, British str., 1,463, Moore, May 29, Butterfield & Swire

Choyang, British str., 1,194, Bowker, June 13, Jardine, Matheson & Co.

Claire, German steamer, 675, Hansen, June 11, C. O. & S. S. Co.

Coptic, British steamer, 2,744, Rinder, June 8, O. & S. S. Co.

Daphne, German str., 1,290, Nielsen, June 13, Siemssen & Co.

Dionel, British str., 3,500, Goodwin, June 11, Butterfield & Swire

Freiburg, German str., 3,970, Prosch, June 1, Siemssen & Co.

Germinale, German str., 1,714, Moller, June 13, Jensen & Co.

Goodwin, British str., 2,832, Jackson, June 4, Dodwell & Co., Limited

Hainan, German steamer, 643, Clausen, June 2, Siemssen & Co.

Hermes, Norwegian str., 949, Jensen, June 8, Jardine, Matheson & Co.

Hinsang, British str., 1,413, Lake, June 6, Jardine, Matheson & Co.

Hollan, French steamer, 597, Godman, June 11, A. R. Marty

Holstein, German str., 838, Ipland, June 11, Johnson & Co.

Hongkong, French str., 862, Pannier, June 11, A. R. Marty

Independent, Ger. str., 371, Holtz, April 12, Sander, Wieler & Co.

Keogwa, British str., 1,115, Groves, June 11, Butterfield & Swire

Kuteng, British str., 1,435, Bradley, June 1, Jardine, Matheson & Co.

Loongay, British str., 1,080, Weigall, June 12, Jardine, Matheson & Co.

Loosok, German str., 1,020, Jackson, June 8, Chinese

Milos, German steamer, 1,694, Hills, June 10, Order

Mongkut, German str., 539, Barkens, June 9, Chinese

Ningpo, British str., 1,240, Phillips, June 13, Butterfield & Swire

Progr, Ger. str., 687, Brandt, June 11, Siemssen & Co.

Sachsen, Ger. str., 3,113, Dannemann, June 12, Melchers & Co.

St. Andrews, Norw. str., 1,972, Horgen, June 9, Arnold, Karberg & Co.

Sandakan, German str., 1,374, Muhle, June 4, Meichlers & Co.

Shantung, British str., 1,835, Sales, June 12, Jardine, Matheson & Co.

Siles, German str., 3,148, Behrens, June 8, Siemssen & Co.

Socotra, British steamer, 3,396, Hida, June 13, P. & O. S. N. Co.

Taiwan Maru, Jap. str., 1,432, Mikuni, June 10, M. B. Kaisha

Tamsu Maru, Jap. str., 1,075, Nagata, June 13, M. B. Kaisha

Tetarios, German str., 1,578, Desler, June 13, Siemssen & Co.

Abner Coburn, Amr. ship, 1,878, Colcord, May 14, Chinese

Bittern, British schooner, 396, Askin, June 3, Siemssen & Co.

Cedarbank, British 4-m. bark, 2,649, Batchelor, June 3, Admiralty

Esmeralda, British sch., 130, Harrison, April 14, Jardine, Matheson & Co.

Franc. Desler, barcland, 353, Federsen, April 23, East Asiatic Trading Co.

J. B. Walker, Amr. ship, 2,1

